

COMMERCIAL MATTERS.

	1861.	1862.
Total Passenger Receipts....	\$7,586	6,687
Total Freight Receipts....	11,495	13,362
Total Earnings....	\$19,421	\$19,068
Increase.....
Total month this year.....	59,057	59,057
Total month last year.....	75,354	—
Gains.....	+4,306
The balance sheet of the Cleveland and Pittsburgh Railroad, for 1861, shows the following result:		
Dollars.....		
Total.....	700	\$7,600
Half Dollars.....	21,600	46,900
Quarter Dollars.....	5,755	52,600
Dimes.....	1,200	10,600
Half Dimes.....	193,384	12,900
Five Cents.....	5	3,607
Total.....	263,974	\$408,918
SILVER COINAGE.		
No. of Pieces.		
Dollars.....	4,695	392,500
Eagles.....	35	250
Half Eas....	35	150
Three Dollaras....	5,755	17,350
Quarter Eagles....	1,200	87
Dimes.....	193,384	12,900
Half Dimes.....	5	3,607
Five Cents.....	5	3,607
Total.....	263,974	\$408,918
COPPER.		
No. of Pieces.		
Cents.....	1,000,000	\$10,000
Dimes.....	263,974	300
Nickels.....	263,974	300
Pennies.....	1,000,000	10,000
Total.....	1,369,474	\$445,239
Cost of Roads.		
Cents.....		
First Mortgage.....	\$65,726	
Second Mortgage.....	120,225	+\$18,390
Third Mortgage.....	—	
Balances.....	\$33,655	
The Company has outstanding 1st, 2d, and 3d Mortg. bonds.	1,411,559	
Plain bonds and bills payable.....	3,246,324	
And stock.....	—	
Total.....	6,842,913	

The road cannot, in the opinion of its managers, earn more than interest upon its mortgages, and the \$1,411,559 of floating debt, and the \$3,846,324 of stock, are no value. The President says:		
There is now due, of debts secured upon the road nearly \$1,000,000, and the surplus earnings of the Company, even if they equal the most sanguine expectations, will not be sufficient to meet them. The whole amount of bonds secured by mortgage is now about \$4,600,000, and will fall faster than the ability of the Company to pay. We think no new bonds should be issued to replace them, but that the holders will receive the interest on them, as overdue bonds, at the rate of the principal, from year to year, as the Company has the ability to pay.		
For corresponding time last year:		
WEEK. YEAR.		
TUES. CWT. TUES. CWT.		
Shipped North.....	1,298	35
Shipped South.....	9,695	13
Total.....	12,229	51
Increase.....	—	—
Total.....	121,634	67
Revenue previous year.....	—	745
Degrees.....	—	\$10,446

The revenue of the Pittsburgh and Connellsville Railroad for the year ending Oct. 31, was as follows:

Passenger.....	\$2,426	50
Freight.....	43,656	21
Mile, &c.	4,636	21
Total.....	\$70,105	75
Revenue previous year.....	—	80,532

The floating debt of the company on the 31st of October, 1861, was \$85,312 09, being an increase of \$17,442 78 during the year.

The expenditures during the year for construction, equipment, &c., were \$15,702 56 on the Western, \$75 24 on the Eastern, and \$30,694 88 on the Turtle Creek division. Since the organization of the company, in 1846, to the end of this official year, the entire expenditures under the above heads have been \$1,964,063 77, of which \$1,479,784 23 has been spent upon the Western, \$219,909 upon the Eastern, and \$264,379 02 upon the Turtle Creek division.

The business of the Clearing-House was \$16,746,205. There is a project maturing among the banks to make their daily clearings in the 5 $\frac{1}{2}$ cent Certificates of the Government. These certificates, of which about twelve millions will be required for this purpose, will be obtained by depositing that amount of Demand Notes as a temporary loan with Mr. Cisco. This will enable the banks to take these notes freely from their dealers, and as they will be immediately paid out again by the Treasury, this scheme will practically add that amount to the currency.

In gold, the movement to-day is more active, and the speculation has taken a new start. At the Board to-day over \$200,000 was sold on time at 24 $\frac{1}{2}$ premium. In the street the rate over the counter was 24 $\frac{1}{2}$ $\frac{1}{4}$ cent.

Money is quite easy, with more doing at 6 $\frac{1}{2}$ cent, but with still the bulk of the transactions at 7 $\frac{1}{2}$ cent. The banks are lending their Treasury Notes freely, which, thrown on the street by the borrowers at $\frac{1}{2}$ $\frac{1}{2}$ cent discount, where the notes are loaned for three or four months, this is as favorable an arrangement for the borrower as can be made, the money costing but about 6 $\frac{1}{2}$ cent $\frac{1}{2}$ annum.

The Indebtedness Certificate plate is completed, and six hundred sheets of impressions will go to Washington to-morrow for execution. The Certificates are for \$1,000 and \$5,000, with one blank on each sheet, to be filled up with a larger denomination or to a point, if required. A large number of public creditors have expressed their desire to accept these Certificates, and when they are ready the Department will be at once relieved from the pressure upon it for payment, and will have a year's grace in which to negotiate a regular loan. The law authorizing this issue puts no limit upon the amount. They will become at once a favorite collateral for loans, and will be bought and sold in the street as freely as we can have here.

The Inhabitants of New York are asked to contribute \$100 each for the benefit of the poor in Kentucky.

H. T. Davis writes to us from Wilmington, Ohio, that he is thinking about hiring a lot of Ohio men to market his wheat, and good feed, reported good rollers, to this market, and to him and others who need it at the same time. He says: "I must ship them before they have saved because it would be difficult to send them so far with young calves. Will they sell? I am told that the market is very bad. What may I expect for such cows?" To the first question we answer no. To the second, yes. To the third, not over \$40 per head, on the average, and probably not, enough to pay the cost of living, keep and ship. What say you for your cattle? If you can have your men start in the market very low, or else on credit, or else to the cow merchant, who buy ships and return them to our customers and others. Such a market would be a great boon to us all.

Mr. G. W. Ladd, of Boston, says: "The market is very bad, but there is a little hope in the future. I have heard that the market is not so bad as it was last year, but it is still not good."

Stephens & Vail sold on their own account 43 good Kentucky Durhams, &c., at \$14 State Steers to \$14 3/4.

Harris & Conlin, of New Haven, say: "The market, though average, is not so good as it was last year, and we are not able to get rid of our cattle."

Wm. H. Smith sold 400 choice steers, &c., at \$14 1/2 to \$15 1/2, and 400 choice hogs, &c., at \$35 to \$40.

T. B. Bissell sold 22 head of up-country Bullocks, mostly Old Boys, &c., at \$14 1/2 to \$15 1/2.

D. Biggs and 20 Bucks County Bullocks, Oxen, Steers, and Steers, &c., at \$14 1/2 to \$15 1/2.

COWS AND CALVES.—We have seen Cows selling to day. Calves included at 10 to 12.

The lowest price ones, as we have been told, are 100 to 120, and the highest, 120 to 140.

John C. Wright, of New Haven, says: "The market is very bad, but there is a little hope in the future. I have heard that the market is not so bad as it was last year, but it is still not good."

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